

ORDER REV. DATE: June 1, 2004

DRILL HOLES

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PROJECT DESCRIPTION

I. GENERAL

This project involves the modification of an existing traffic control signal at the intersection of MD 26 (Liberty Rd.) and W. Hemlock Drive in Carroll County, Maryland. MD 26 (Liberty Rd.) is considered to run in an east-west direction.

Intersection modifications consist of relocating conduit and handhole on the northeast corner. Micro loop cable will be pulled back from the base mounted cabinet and rerouted through the new conduit back to the existing base mounted cabinet.

II. INTERSECTION OPERATION

The intersection is presently operating in a NEMA four (4) phase, full-traffic-actuated mode.

NOTE

These plans are approved for construction for a period of one (1) year from the date of approval. Should construction not begin within this time frame these plans shall be null and void without a re-review from the Traffic Engineering design Division.

EQUIPMENT LIST

A. S.H.A. furnished equipment material.

None.

B. Equipment to be furnished and installed by the Contractor.

All equipment in this list shall have catalog cuts submitted for approval prior to installation.

Quantity	Units	Specification Section	Description
Lump Sum	LS	108	Mobilization.
Lump Sum	LS	104	Maintenance of traffic.
1	EA	811	Handhole.
170	LF	805	2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
650	LF	549	5 in. wide pavement marking - white (Thermoplastic).
100	LF	549	5 in. wide pavement marking - yellow (Thermoplastic).
210	LF	---	Remove existing pavement marking by grinding.
Lump Sum	LS	---	Pullback and reroute existing micro loop cables (Approx. 980 ft.).
1	EA	---	Relocate sign and post.

CONTACT LIST

The contact persons are as follows:

Mr. John Concanon
Assistant District Engineer - Traffic
301-624-8140

Ms. Andrea Abend
District Utility Engineer
301-624-8115

Mr. Raymond F. Johnson
Assistant District Engineer - Maintenance
410-787-7630

Mr. Richard L. Daff
Chief, Traffic Operations Division
410-787-7630

Mr. Edward Rodenhizer
Supervisor, Signal Operations
410-787-7652

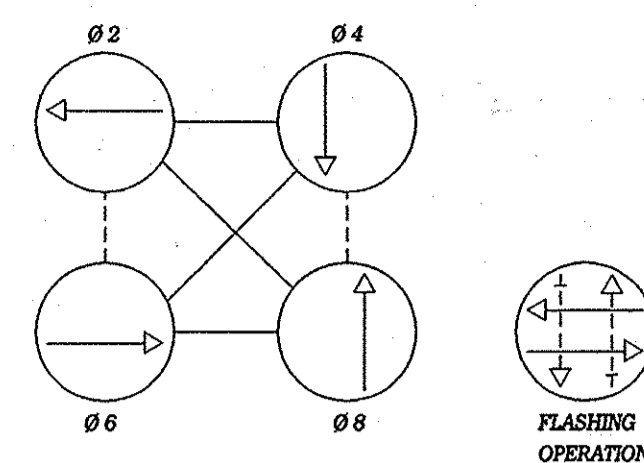
EXISTING SIGNALS

1-8

R
Y
G

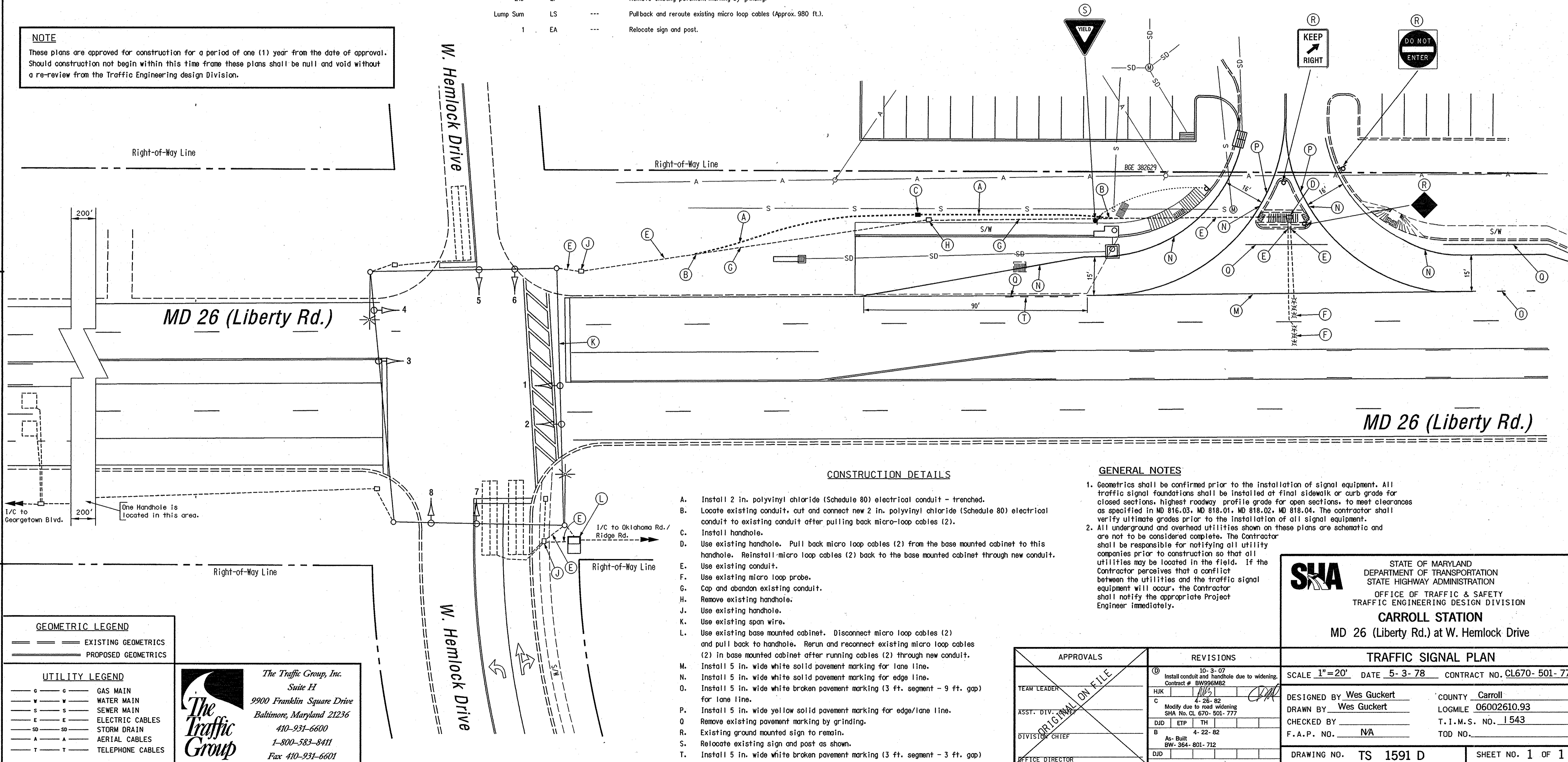
12"

EXISTING NEMA PHASING



NEMA notes:

Phases associated by a dashed line will operate concurrently.
Phases associated by a solid line will not operate concurrently.



CONSTRUCTION DETAILS

- Install 2 in. polyvinyl chloride (Schedule 80) electrical conduit - trenched.
- Locate existing conduit, cut and connect new 2 in. polyvinyl chloride (Schedule 80) electrical conduit to existing conduit after pulling back micro-loop cables (2).
- Install handhole.
- Use existing handhole. Pull back micro loop cables (2) from the base mounted cabinet to this handhole. Reinstall micro loop cables (2) back to the base mounted cabinet through new conduit.
- Use existing conduit.
- Use existing micro loop probe.
- Cap and abandon existing conduit.
- Remove existing handhole.
- Use existing handhole.
- Use existing span wire.
- Use existing base mounted cabinet. Disconnect micro loop cables (2) and pull back to handhole. Rerun and reconnect existing micro loop cables (2) in base mounted cabinet after running cables (2) through new conduit.
- Install 5 in. wide white solid pavement marking for lane line.
- Install 5 in. wide white solid pavement marking for edge line.
- Install 5 in. wide white broken pavement marking (3 ft. segment - 9 ft. gap) for lane line.
- Install 5 in. wide yellow solid pavement marking for edge/lane line.
- Remove existing pavement marking by grinding.
- Existing ground mounted sign to remain.
- Relocate existing sign and post as shown.
- Install 5 in. wide white broken pavement marking (3 ft. segment - 3 ft. gap)

GENERAL NOTES

- Geometrics shall be confirmed prior to the installation of signal equipment. All traffic signal foundations shall be installed at final sidewalk or curb grade for closed sections, highest roadway profile grade for open sections, to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, MD 818.04. The contractor shall verify ultimate grades prior to the installation of all signal equipment.
- All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

CARROLL STATION
MD 26 (Liberty Rd.) at W. Hemlock Drive

TRAFFIC SIGNAL PLAN

SCALE 1"=20' DATE 5-3-78 CONTRACT NO. CL670- 501- 777

DESIGNED BY Wes Guckert

COUNTY Carroll

DRAWN BY Wes Guckert

LOGMILE 06002610.93

CHECKED BY

T.I.M.S. NO. 1543

F.A.P. NO. NA

TOD NO.

DRAWING NO. TS 1591 D

SHEET NO. 1 OF 1

GEOMETRIC LEGEND

EXISTING GEOMETRICS
PROPOSED GEOMETRICS

UTILITY LEGEND

G GAS MAIN
W WATER MAIN
S SEWER MAIN
E ELECTRIC CABLES
SD STORM DRAIN
A AERIAL CABLES
T TELEPHONE CABLES



The Traffic Group, Inc.
Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410-931-6600
1-800-583-8411
Fax 410-931-6601